

STORY OF U-BOAT'S TRIP ACROSS THE OCEAN READS LIKE FICTION

Commander of Intrepid Crew Tells in Modest Manner How German Submarine Dodged Hostile Warships in Remarkable 3,800-Mile Voyage.

Baltimore, Md.—How the German U-boat Deutschland, the first submarine to cross the Atlantic ocean, made the 3,800-mile trip, dodging hundreds of hostile warships and thousands of floating mines, dropping to the floor of the sea when endangered by approaching ships and running under the surface of the water for miles to escape possible pursuers—all this makes up a story that is more thrilling than any that has appeared in the pages of fiction. The imagination of Jules Verne never conceived any tale more romantic than that told by Capt. Paul Koenig, who with his intrepid crew piloted the undersea craft from Helgoland to Baltimore.

But the story was told modestly by the sea captain, who refused to see anything very remarkable in his exploit. Describing the voyage of the Deutschland in a quiet and simple manner, Captain Koenig said: "The Deutschland was completed some months ago. I was chosen to command her. I suppose, because I have been captain of two North German Lloyd liners, the Princess Irene and the Schleswig, and had also sailed into Baltimore with the Rhein and the Neckar.

Knew Little of Submarines. "I knew little about submarines. Indeed, this was my first long cruise in one. But I was given an opportunity to make trial trips in the Baltic and elsewhere. The company assembled a crew of twenty-five men. Most of them are married and they range in age from twenty-one up to forty.

"My first officer is Mr. Krapohl, my second officer Eyring and Klees is chief engineer. Klees is the most important man of all.

"We left Bremerhaven at noon of June 14. In our cargo we had about \$1,000,000 worth of dyestuffs. Also I carry 300 tons of iron for ballast. In addition we were given three packages of mail from the foreign office to be delivered to Ambassador von Bernstorff. This I turned over.

"Well, we went to Helgoland from Bremen. The trip consumed only a few hours and we kept on the surface all the way.

"No, the British blockade is not half as tight as they would have you believe.

Had Much Oil Left. "Here we delayed for nine days. This was for the purpose of disposing properly of our cargo and ballast and the reception of food and fuel. We took on 150 tons of oil. We have ninety-five tons left, enough to take us home again.

"We had not serious accident, no trouble with our engine or submerging apparatus, and had more than double the amount of fuel needed.

"Only one case of sickness of any sort developed on the trip. One of the sailors was badly sunburned one day.

"We left Helgoland on the 23d of June and headed across the North sea for the Channel. Almost all the time we traveled at a steady speed of 13 or 14 knots on the surface of the water.

"In fact, we traveled very little under water. Only 91 of the 3,800 miles was done under water. Our practice was to submerge for a very short time the moment we sighted an enemy ship. We went under five times in the North sea, six times in the Channel and three times in the Atlantic ocean.

Under Water Ten Hours. "The longest time we remained under water at any one time was ten hours. This was in the North sea. If necessary we could submerge for four days. Then we would be forced to come to the surface to recharge our oxygen batteries.

"Once we went down almost fifty fathoms. This was at the time we remained beneath the waves all night. You see, we had sighted English destroyers and merchantmen. It was just a small group—we never ran into a fleet or a large group of ships—but we thought it best to avoid them.

"Were we afraid?" The captain's laugh was a dry cackle. "No, not exactly; just cautious. We were not afraid of mines because we had a pretty good idea of their location. But we did not want to give a destroyer or a merchantman a chance to get in a lucky shot or ram us."

"How did you amuse yourselves down there at the bottom of the sea?" The captain looked a little ashamed. "Why, we played our two graphophones and drank a little champagne," he replied.

Crew Played Graphophones. "Imagine the picture. Foggy night, heavy sea—destroyers prowling above, and men—human beings like you and me—the man in the next flat—drinking wine and listening to a graphophone 300 feet below the surface of the black waters.

"We amused ourselves also in reading. We had a library of forty volumes. A good many of our books were by English authors. We carried many of Shakespeare's plays. Shakespeare, you know, is better known in Germany than in England. We had Mark Twain's 'Innocents Abroad,' some of Jacob's stories and many of Dickens' novels."

"How about Jules Verne's 'Twenty Thousand Leagues Under the Sea'?" "Oh, that book is too full of imagination for us," replied the sturdy little sailorman with a laugh.

"I suppose you felt you were living in fiction?" asked someone. "No, it was pretty human," was the remarkable answer. "We did not have much time for speculation. We were divided in four-hour watch parties, and that kept us busy."

Kept to Course. Captain Koenig said he had kept on the course previously decided upon without deviation. Asked if the Deutschland had made a detour of 800 miles to avoid enemy warships, as reported, he replied:

"No, indeed. You see it was much simpler to submerge than to dodge about. But our task was rendered much more simple by the fact that we were not once sighted by an enemy ship."

Captain Koenig spent eight years in the North German Lloyd's Asiatic service. He was once first officer of the Eitel Friedrich, now boxed up in Newport News. He became a captain five years ago, and just before the war was given command of the pleasure ship Schleswig, which he says was a fine thing for his constitution, as it took him to the Mediterranean in winter and to Norway in summer.

For many years he has been a citizen of Bremen, where his wife, his fourteen-year-old son and his little "maedel" of six are at the present moment celebrating his success.

Surprised at Reception. The reception given the Deutschland by Americans came to Captain Koenig and his crew as a complete surprise. Eager as they had been to reach America, great as was the enthusiasm when Cape Henry was sighted—there was not a man on board who did not feel anxiety over the reception they might be given when they got here. And the captain was the most anxious of all. He admits it with the perfect frankness which is one of his characteristics.

If the reception had been different, declares Captain Koenig, he was quite prepared to swing his boat around and take her back to Germany. He could have done it, he said, without taking on any supplies, whether of food, water, oil or anything else. The machinery would not have needed overhauling.

"A run of 9,000 miles would give us no trouble at all," he said. "Our action radius is 13,000. We have more than enough oil on board for a return trip. And as for water, we shall throw overboard ten tons of fresh water which is still in our tanks. The food question is just as simple. On board we live American style—that is to say, on tinned things. Even our bread is tinned. In the can it is good for six months, at least. Of course, it must be eaten as soon as the can is opened."

Boat a Mass of Machinery. As described by Dr. John C. Travers, assistant U. S. health officer, who was taken through the boat by Captain Koenig, the Deutschland's interior appears to be mainly a mass of machinery. She has but one deck below and a seventeen-foot depth of hold for her cargo. Dr. Travers descended through the forward hatch, where he found the crew's quarters, bunks on either side of a narrow passageway leading to compartments occupied by the captain and his two officers. The captain's room is scarcely six feet square and barely high enough for a man to stand.

It is furnished all in metal, with the exception of a small oak desk. Directly beneath the officers' quarters is the dynamo, which stores electrical energy to drive the vessel when submerged. Next Dr. Travers was taken into the officers' messroom, scarcely larger than the staterooms, with a galley built with all the economy of space of a Pullman dining-car kitchen. Aft of the messroom, about one-third the ship's length from her stern, is the submerging machinery and two periscopes.

Aft of the submerging machinery were the submarine's two powerful Diesel oil engines which propel her on the surface.

Calls It Amazing Sight. "I never saw such a mass of machinery in my life," said Dr. Travers. "It was an amazing sight and I doubt if it would mean much except to the engineer who designed it. There seemed to be 5,000 different pieces, an inexplicable tangle of burnished copper and glistening steel."

Captain Koenig told the doctor that while on the surface the noise of the machinery was almost deafening. When submerged, said the skipper, "she moves almost silently, and then we enjoy ourselves."

SIX WHITE MEN ARE SAVED BY NEGROES

THIRTEEN ARE KNOWN MISSING AS RESULT AT BELMONT BRIDGE.

1,000,000 SPINDLES ARE IDLE

Flood Damage Grows Greater, Estimated at \$20,000,000.—Power Plants Are Flooded and Thousands of Mill Workers Are Idle.

Charlotte.—Resident Engineer Joseph Killian, Section Foreman R. C. Thompson of Belmont, and H. C. Gurley and George C. Kale of Charlotte, members of the derrick crew, were rescued from the turgid waters of the Catawba by Foss Ross and P. H. Stowe, negro boatmen, at a point two miles below the wreck of the Southern Railway bridge, thus accounting for four of the reported 18 who were swept away at 5:30 o'clock Sunday afternoon when a derrick crew, attempting saviors of the railway bridge at Catawba, 11 miles from the city, passed downstream with a collapse of the middle span of the main line structure.

Thirteen Unaccounted For. According to the official statement of Claim Agent P. L. Ward, the list of 13 Southern employees who are as yet unaccounted for, is as follows: H. P. Griffith, supervisor, Charlotte, married, wife and five children. W. L. Fortune, section foreman, Kings Mountain, married, two or three children.

C. S. Barbee, section foreman, Charlotte, married; wife and several children. C. W. Klutz, derrick employee, Charlotte, 34 or 35 years old; married, four children; six months to eight years.

J. N. Gordan, car inspector, Charlotte, not married, about 35 years old, father very old and entirely gave way at the scene of accident.

Andrew Scott, colored laborer, Rock Hill, S. C., age unknown, probably married, of Charlotte.

Tom Davis, colored laborer, Juneau, N. C., age 49, married, lives about one-half mile from Juneau, five or six children, oldest being about 15 years. This man has been in the service for many years.

Daniel Heath, colored laborer, age 23 years, residence 13 miles from Juneau, on Bob Cathey farm. Wife, Bessie, and one child, a baby.

Sloan Adams, colored laborer, 20 years old, married, lives in section house, Charlotte.

Will Adams, colored laborer, brother of Sloan, married, but does not live with his wife. Boards with his sister, Carrie Ferguson, on First street.

Tom Ashwood, colored laborer, probably 25 years old, married. Wife lives at McBee, S. C.

Evans Brown, 21, colored laborer, single, Rodman, S. C. Mother probably lives at Rodman.

Julius White, colored laborer, age 25. Wife living in Brooklyn, Charlotte.

1,000,000 Spindles Affected. Some conception of the magnitude of the devastating consequences of the great flood may be gleaned from the statement that the Southern Power Company annulled service to all secondary power consumers which cut off the juice from more than 1,000,000 spindles located in this general territory. All of these mills have their steam plants and they will be able to resume operations without delay if they so elect. Of course those in the actual flooded area will not be able to do anything for weeks and maybe months.

10,000 GERMANS TAKEN PRISONERS IN SOMME BATTLE London.—The British have captured additional German prisoners in the Somme region and brought their total since July 1 up to 189 officers and 10,779 men of other ranks. In addition 17 heavy and 133 lighter guns have fallen into British hands during their period.

Many attacks by the Austrians against the Italians in the upper Posina Valley proved unavailing in bending back the line of the Italians, who, in a counter-attack in which there was hand-to-hand fighting, repulsed the Austrians over the entire front. Failure likewise followed an attempt of the Austrians to surround the Italians in the Trovo Valley.

Intermittent bombardments and local fights between infantry are taking place in the Caucasus region between the Turks and the Russians. No important changes have taken place in this theater.

LARGER CREDITS NOW POSSIBLE FOR FARMERS

Washington.—The rural credits bill, which creates 12 land loan banks under the direction of a Federal board, became a law July 17 when President Wilson placed his signature to the measure in the presence of senators, representatives and officers of farmers' organizations. When the nation's executive had placed his name to the bill those present gave him a generous applause.

LAND OF THE LONG LEAF PINE

Short Paragraphs of State News That Have Been Condensed for Busy People of the State.

The Henderson Hosiery Company of Henderson, capital \$100,000 authorized.

Miss Anne H. Crawford of Henderson has been appointed a clerk with the Interstate Commerce Commission.

A charter has been granted to the Carolina Tannin Company of Charlotte, capital \$155,000 authorized and \$3,000 subscribed.

The annual practice cruise of the naval militia of the United States began its cruise July 15 and will continue until July 29.

George W., better known as "King" Kelly, has been elected manager of the Raleigh baseball team by unanimous vote of the directors.

The State Board of Medical Examiners has announced 96 successful applicants for license to practice medicine in North Carolina.

The tenth annual convention of the Cotton Manufacturers' Association of North Carolina will be held at Wrightsville, Friday and Saturday, July 21 and 22.

A number of citizens met at S. J. Thomas' farm three miles west of Sparta and organized a company which will erect a co-operative cheese factory in the near future.

Last year something over 1,000 cars of cantaloupes and watermelons were shipped from Laurinburg. It is believed this year's crop will go above the record of that of last year.

The town of Boone has voted a special school tax of 20 cents on the hundred dollars of property and 60 cents on the poll. The tax was carried by a majority of 20. The registered vote was 98.

Spread of infantile paralysis in Durham as a result of the one case reported is not likely, local physicians declare. Climatic conditions, they say, will make it improbable for an epidemic to appear.

Campaign headquarters for the Democrats will be opened in Raleigh August 1, according to information given out by State Chairman Thomas D. Warren, who was in Raleigh from his home in New Bern.

Thomas Dixon, Jr., will be one of the speakers at the convention in Durham on July 19th of the North Carolina Exhibitors' League. This organization of theatrical men is now three years old and has about 60 members.

Joseph G. Cannon, of Illinois, for several years speaker of the House of Representatives of the National Congress, will be one of several guests of honor at a Republican rally to be held at Lakewood Park, in Charlotte, Saturday, July 29.

W. N. Hutt, horticulturalist for the state department of agriculture, finds that the apple crop in the state at this season is 51 per cent of a full crop in the mountain and the Piedmont sections; 47 per cent in the coastal section and 61 per cent in the sand hill section.

The record of additions to Southern cotton mills for the second quarter of 1916 is largely a record of additions and new buildings in North Carolina, of which the greater part is in the Piedmont section, and especially in Gaston, Mecklenburg and Irredell counties. There were nine new mills in the south started in this quarter and all of them in North Carolina and of the 13 mills making additions nine of them are in the Old North State.

The presentation and adoption of a resolution asking Congress to locate the proposed twenty million dollar nitrate plant at Mussel Shoals, Ala., featured the annual session of the Southern Newspaper Publishers' Association, held in Asheville at the Grove Park Inn. The resolution was offered by J. H. Allison, of the Tennessee-American, and copies will be forwarded to President Wilson and Secretary of War Baker.

NORTH CAROLINA NEWS BRIEFS.

Work on the new highway, being built between Concord and Kannapolis, is being rushed forward with all the speed possible. The road bed will be covered with rock, and these will be treated to a coat of Tarsia. The stretch is seven miles in length.

That the wheat crop in Western Carolina is threshing out much better than had been expected and will prove a very good yield of fair quality grain is the report just made by Commissioner of Agriculture W. A. Graham.

A big acreage of soy beans and peas has been planted in Pitt county. Velvet beans also have been planted largely and they are looking fine.

The boys are doing well with their corn, pig and poultry clubs. There are 50 corn clubs, 14 pig clubs and two poultry clubs in Pitt county.

Raleigh is planning a great flower show to be held in the splendid new woman's club building November 1 and 2.

Crops in Cabarrus County, it is reported, have been injured to the extent of \$100,000 by the recent storms.

Good Wholesome Flour



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There's some satisfaction in knowing that you get the best in buying the products of the HIGH POINT MILLING CO.'S mill. You'll find the white frost and luxury flour the best to use for any kind of baking, it's made from the best wheat and makes the best bread, cakes and pastry.

Yours truly, HIGH POINT MILLING COMPANY

CAROLINA & YADKIN RIVER RAILWAY COMPANY.

Schedule in Effect October 14, 1914.

This time table shows time at which trains may be expected to arrive and depart from stations shown but their departure or arrival at the time stated is not guaranteed. Subject to Change Without Notice

SOUTHBOUND

No. 21	No. 23
Lv. daily	Lv. daily
A. M.	P. M.
Lv. High Point 8:00	1:10
Thomasville 8:30	1:40
Gordonsville 9:16	2:28
Denton 9:50	3:02
Ar. High Rock 10:12	3:24

NORTHBOUND

No. 22	No. 24
Lv. daily	Lv. daily
A. M.	P. M.
Lv. High Rock 10:32	3:45
Denton 10:54	4:07
Gordonsville 11:28	4:40
Thomasville 12:18	5:38
Ar. High Point 12:43	6:05

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Room without bath— one person \$1.50 and up
Room with bath— one person \$2.00 and up

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Room without bath— one person \$3.50 and up
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Remember, the following (our) rates are for FIVE minutes' conversation, instead of three minutes.

Danville.....	40	Henderson.....	\$.50
Lynchburg.....	50	Petersburg, Va.....	1.00
Charlotte.....	50	Richmond, Va.....	1.00
Spartanburg, S. C.....	80	Fredericksburg, Va.....	1.25
Greenville, S. C.....	1.00	Fayetteville.....	.50
Washington, D. C.....	1.25	Camden, S. C.....	1.45
Atlanta, Ga.....	1.90	Columbia, S. C.....	1.00
Gainesville, Ga.....	1.65	Alben, S. C.....	1.45
Seneca, S. C.....	1.25	Augusta, Ga.....	1.45
Raleigh.....	50		

The rates to other points such as Birmingham, Savannah, Memphis, etc., show similar reductions.